

WSF Emergency Service Plan - December 2, 2011

Scenario #1 - 64-car Vessel Available

Route/Season	Normal Vessels	Replacement - if 64-car available*	Rider/Revenue Impacts	Schedule Impacts
Port Townsend	64	64-car from PT #2		
PEAK SEASON	64	No service	Rider detour/revenue loss	Reduce 10 sailings/day
Port Townsend	64	64-car from layup		
OFF PEAK SEASON				
Mukilteo	124	87 from interisland	Rider delay/revenue loss	
SUMMER/SPRING/FALL	124	87 from interisland	Rider delay/revenue loss	
Mukilteo	124	64-car from layup	Rider delay/revenue loss	
WINTER	124	64-car from layup	Rider delay/revenue loss	

*From Port Townsend #2 position in peak season or from standby in off peak season

NOTES: No vessels are moved for the first day after a breakdown.

This scenario only in place until the first new 144-car vessel is delivered in February 2014.

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Scenario #2 - Hiyu available, no 64-car

Route/Season	Normal Vessels	Replacement - if Hiyu available	Rider/Revenue Impacts	Schedule Impacts
Port Townsend	64	No service/PO with lead time	Rider detour/revenue loss	No service
PEAK SEASON	64	No service	Rider delay/revenue loss	Reduce 10 sailings/day
Port Townsend	64	No service/PO with lead time	Rider detour/revenue loss	No service
OFF PEAK SEASON				
Mukilteo	124	87 from interisland	Rider delay/revenue loss	
SUMMER/SPRING/FALL	124	87 from interisland	Rider delay/revenue loss	
Mukilteo	124	64 Chetz from Tahlequah*	Rider delay/revenue loss	
WINTER	124	64 Chetz from Tahlequah*	Rider delay/revenue loss	

NOTES: No vessels are moved for the first day after a breakdown.

This scenario only in place until the first new 144-car vessel is delivered in February 2014.

